

Ferry Stopover Was First For Residents of Yakutat

The Alaska state ferry Tustumena laid claim to a mixed collection of firsts last week in a stop at Yakutat. It was the first call to Yakutat by a state ferry, the occasion of television's "premiere" in that South-eastern community, and probably the first time for a mayor, as the official greeter, to help tie up a visiting vessel as she docked.

Students from Head Start classes through high school, and about three-fourths of the townspeople, some 250 in all, turned out for the event and, according to Mayor Larry Powell, "had a great time."

They toured the big blue and white vessel, which was fresh out of drydock and in shipshape trim, visited with Captain Donald Oldow and the crew, and watched tourist films on the vessel's closed circuit television system.

Yakutat, where even radio reception leaves much to be desired, has movies once a week at the Alaska Native Brotherhood hall but it has no television and the mayor said the viewers no doubt included a number of people who had never seen TV before. "There are a lot of little kids here who have never even been out of town," he said, and TV was "a real novelty" for them.

Even the weather cooperated for the occasion. "It was a beautiful day," Powell said. "It had just snowed and the sun was out. They couldn't have picked a better day to come in."

The ferry, which operates on the Anchorage-Seward-Kodiak run of the Alaska Marine Highway system, made the stop at Yakutat on her return trip north from annual maintenance in Seattle.

"We happened to hear that the Tustumena was going south

for her annual drydocking and there was a possibility they would stop if we asked," Powell said. "We wrote a letter (to the Alaska Department of Public Works which operates the ferry system) and they said they could stop going back north."

The vessel delivered four vehicles and various other cargo, including several transformers for the school, the mayor said.

"The last boat calling at Yakutat before this was in early October," he said, "and the next one probably won't be until February, so this was a really important stop for us as well as being a real community event."

Powell said the community hopes an annual visit by the Tustumena can become a regular part of her operation.

"She really looked beautiful tied up at our dock," he said.

ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

ALASKA FERRY TUSTUMENA CALLS AT YAKUTAT



Alaska State Ferry Tustumena photographed earlier on San Francisco Bay. Bethlehem Steel Photo.

YAKUTAT, ALASKA—One of the biggest things ever to happen at Yakutat happened in late December when the 196-foot Alaska Marine Highway System

Ferry Tustumena became the first Alaska ferry ever to call at the little town.

Students from Head Start classes through high school and

about three-fourths of the townspeople, some 250 in all, turned out for the event and, according to Mayor Larry Powell, "had a great time."

They toured the big blue and white vessel, which was fresh out of drydock and in shipshape trim, visited with Captain Donald Oldow and the crew, and watched tourist films on the vessel's closed circuit television system.

She was in Lockheed Shipbuilding & Construction Co. at Seattle for overhaul.

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"She really looked beautiful tied up at our dock," he said.

The MV Tustumena was delivered in July, 1964, to the Alaska Marine Highway System. At that time she was 240 feet long. In the Spring of 1969, the ship was cut in half and 56 feet of midsection was added.

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FUTURE FERRY TERMINALS

Foreshadowing further expansion of the Alaska State Ferry system, the Department of Highways has called for bids on the construction of ferry terminals at Kake, Metlakatla and Hoonah. The docking facilities are to be big enough to accommodate 235-foot vessels carrying both pedestrian and vehicular traffic.

The projects are in the preliminary design stage and the invitation, through legal notices, is for those who may be interested to take a look at what is being planned.

Among other things, some costly terminal machinery is to be eliminated through the use of barges. The tide, working for free, can adjust landing ramp heights and slopes.

Ferry To Hoonah

Hoonah will be served by the state ferry system beginning early next year, Herbert Lockert, director of the state division of marine transportation, told the Empire today.

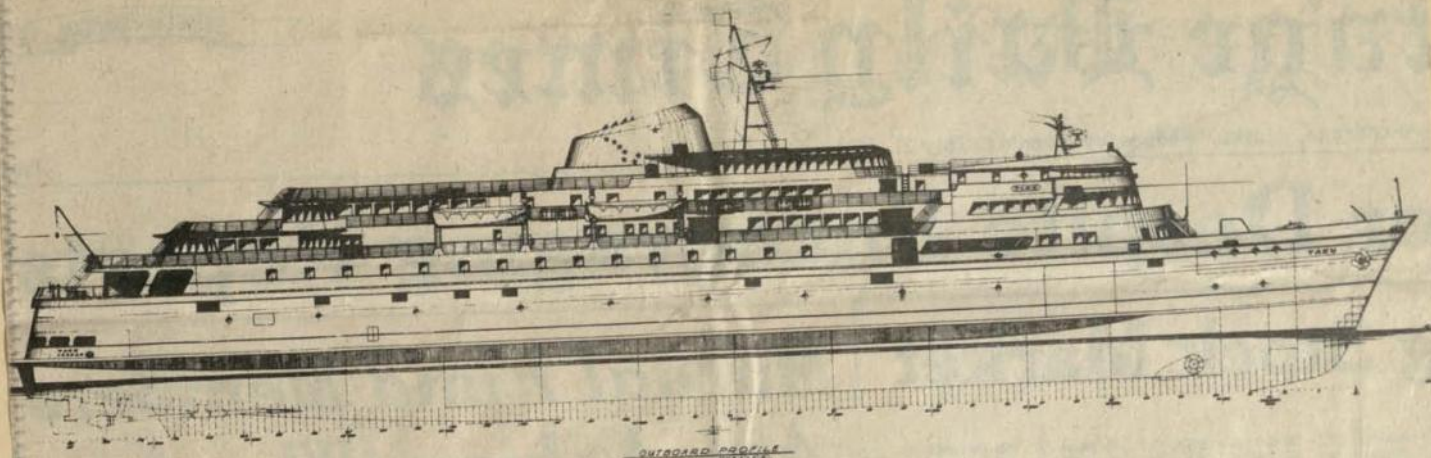
The village will be served by once-a-week runs from Auke Bay by the vessel, Chilkat, now serving on the state's Southwest system. The ship will also make weekly runs between Auke Bay and Sitka.

The state division of water and harbors is seeking a Department of Army permit to build a ferry terminal ramp and three seven-pile dolphins in Hoonah.

ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

6 Anchorage Daily Times Wednesday, July 21, 1971



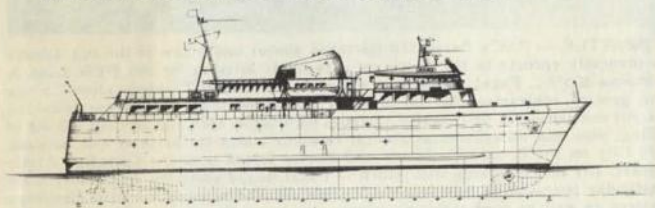
BIDS OUT FOR FERRIES

The state Department of Public Works and the Division of Marine Transportation are requesting bids for the lengthening and upgrading of two state ferries in the 352-foot Malaspina class. The work will consist of lengthening the vessels by adding a new 56-foot midsection. Additional crew's quarters for 20 will be added in the new section. Existing passenger state-rooms will be removed and 90 new modular staterooms will be

installed, sleeping 280 passengers. A new cafeteria, together with a new cocktail lounge and bar, will also be provided and existing public rooms will be modified and redecorated. A solarium will be installed on the sundeck to provide a sheltered, panoramic view area for passengers. The solarium will be lighted and provided with infrared radiant heat units for passenger comfort.

Anchorage Daily News

ALASKA CALLS FOR BIDS ON TWO NEW FERRIES



An outboard profile of the new Alaska Ferry.

JUNEAU — The State of Alaska, Department of Public Works, Division of Marine Transportation, jointly with the Department of Highways have announced that they are requesting bids from shipyards on a nationwide basis for the construction of two 235 foot diesel-powered passenger-vehicle ferries to augment their Southeast Alaska Ferry Service.

The vessels are to be steel, transversely framed of all welded construction with a full, complete double bottom fitted within the engine room.

The vessel will be fitted with twin rudders and propulsion will be by twin 2100 SHP diesel engines driving twin fixed pitch propellers through reverse reduction gears. The ships service

power will be provided by two 300 KW diesel generator sets, and emergency power will be provided by one 75 KW diesel generator set.

Passenger facilities are to be provided on the upper deck and superstructure deck. These facilities will include an observation lounge, foyer, sitting room, coffee shop with cafeteria type food service. A corner cocktail bar will be located in the port side of the coffee shop. Public toilets will be provided on the upper deck adjacent to the observation lounge.

The starboard gallery deck and navigating bridge deck house will accommodate the crew and officers. An officers' messroom and crew's messroom will be provided on the upper deck adjacent to the galley but remote from the passenger area.

A solarium will be installed on

ALASKA FERRY

(Continued from page 3)

the sun deck to provide a sheltered, panoramic viewing area for passengers. The solarium will be lighted and provided with infrared radiant heat units for passenger comfort.

Vehicle Access

Vehicle access shall be through side doors port and starboard in the forward part of the vessel, and by hinged ramps at the bow and stern. A hinged, hydraulically operated "Knighthead Visor" type bow is to be installed. A turntable will be mounted in the main deck located between the two side doors for turning heavy vehicles.

The vessels will have the following principal characteristics: length overall, molded 235'-9"; length on design load waterline 215'-0"; length between perpendiculars 210'-0"; breadth, extreme over guards 57'-4"; depth, molded, to vehicle dk at side 19'-0"; draft, design load waterline

12'-9"; service speed 15.5 knots. Deadweight and capacities: certified passenger capacity 250; crew accommodation capacity 23; vehicles: automobiles 47; diesel oil at 95% 52,500 gals.; lub oil 1,440 gals.; potable water 26,660 gals.; displacement at design load draft 1911 LT.

The vessels, with their propelling machinery, will be built under special survey of the American Bureau of Shipping, so as to entitle them to the highest class for ships of this type.

They will comply with all applicable laws of the United States; including the U. S. Coast Guard and the U. S. Public Health Service.

Spaulding Design

Designers of the vessels are Philip F. Spaulding and Associates, division of Nickum and Spaulding Associates, 71 Columbia Street, Seattle, Washington 98104.

Shipyards interested in bidding on this project are requested to communicate with the naval architect. One complete set of bidding documents including plans and specifications will be furnished upon the receipt of a \$100. deposit which is to be returned after the bid award and the return of all plans and specifications.



Juneau Empire

Design Work Under Way On Oceangoing Vessel

By **ALLAN ADASIAK**
Empire Staff Reporter

Design work on a 407-foot oceangoing ferry is under way and design on two smaller vessels will begin "in a matter of days," Commissioner of Public Works George Easley said today.

Design work for the lengthening of one of the state's Malaspina-class vessels to 409 feet by adding a 56-foot portion to the midsection is also under contract, he said.

Phillip Spaulding and Associates of Seattle is the firm working on the two design jobs that have been let, Easley said.

"We should have designs completed on the lengthening by May, and on the big ship by June," Easley said.

Completion of designs for the two 235-foot vessels will depend on which of three bids that are currently being analyzed is accepted, he said.

"If everything is approved, we expect to have the large ship operating within three years, and the smaller ones in two years," the commissioner said.

Easley said he is checking with the Federal Highway Administration before proceeding with design on the two smaller, Bartlett-class ferries, since their construction is to be funded with \$8 million available to the state under the Federal Highway Act.

Gov. William A. Egan has proposed that the state sell the foreign-built ferry Wickersham for an estimated \$7 million to provide part of the funding for the marine highway improvement program he proposed.

Egan said this weekend that he is optimistic that the state will be able to get a congressional

waiver from the Jones Act to allow the Wickersham to carry cargo and passengers between two American ports. As a foreign-built ship she is presently prevented from doing so.

The waiver sought by the governor would apply while a replacement vessel is under construction, with the understanding that the Wickersham would be sold when the new, 407-foot American-built ship is ready for use.

Egan has proposed the following expenditures for the marine highway system:

- \$17.5 million for a 407-foot oceangoing vessel with berths for 300 persons and a capacity of 175 automobiles.

- \$8 million for two 235-foot ferries that could each carry 200 passengers and 46 automobiles. One would replace the M.V. Bartlett on Prince William Sound, and the Bartlett would be permanently assigned to the southern and western portion of the Alaska Panhandle. The other ferry would link communities in the northern panhandle.

- \$4.5 million to lengthen one of the Malaspina-class ferries to 409 feet by adding a 56-foot midsection, providing berths for an additional 200 persons and increasing her total passenger capacity to 750 persons.

- \$1.5 million for new port facilities and improvements.

- \$4.5 million in a reserve fund for lengthening a second Malaspina-class vessel, if and when that is desirable.

The governor proposes to fund the total project with \$21 million in voter-approved ferry bonds, \$8 million from the Federal Highway Act and \$7 million from the sale of the Wickersham.

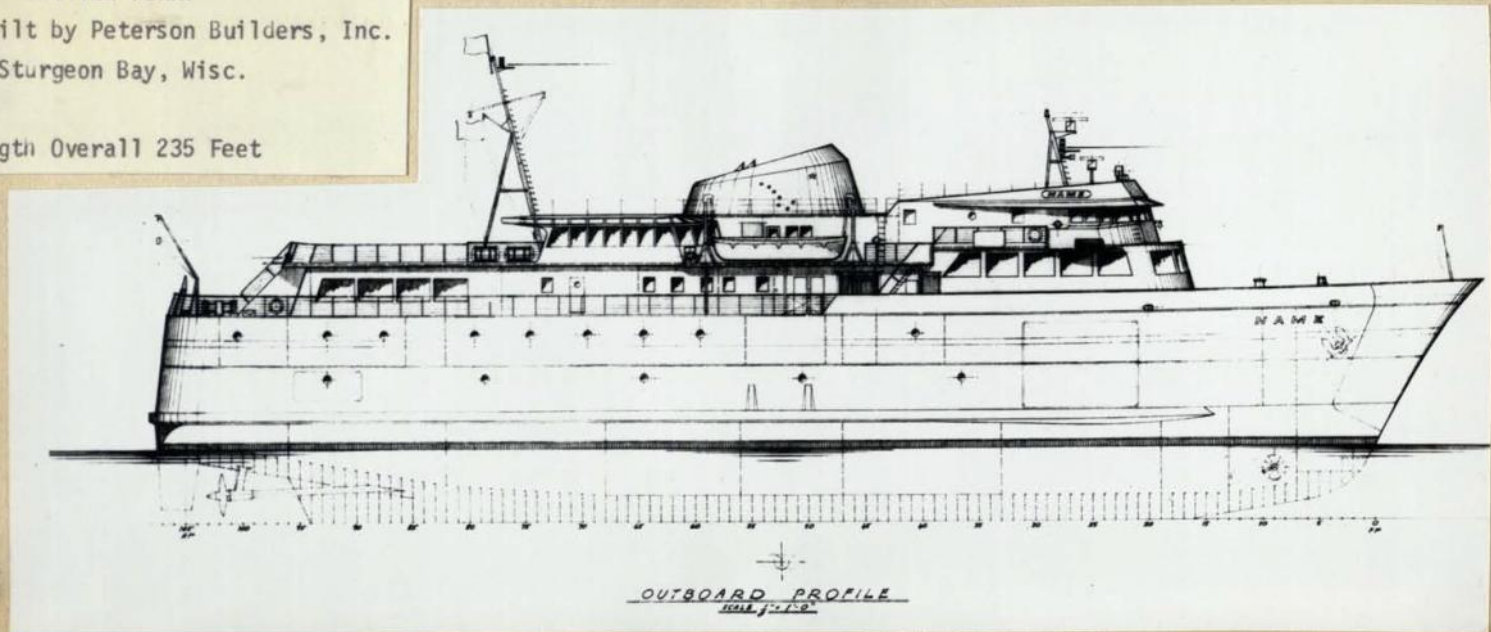
ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

SOUTHEAST ALASKA SHUTTLE FERRY

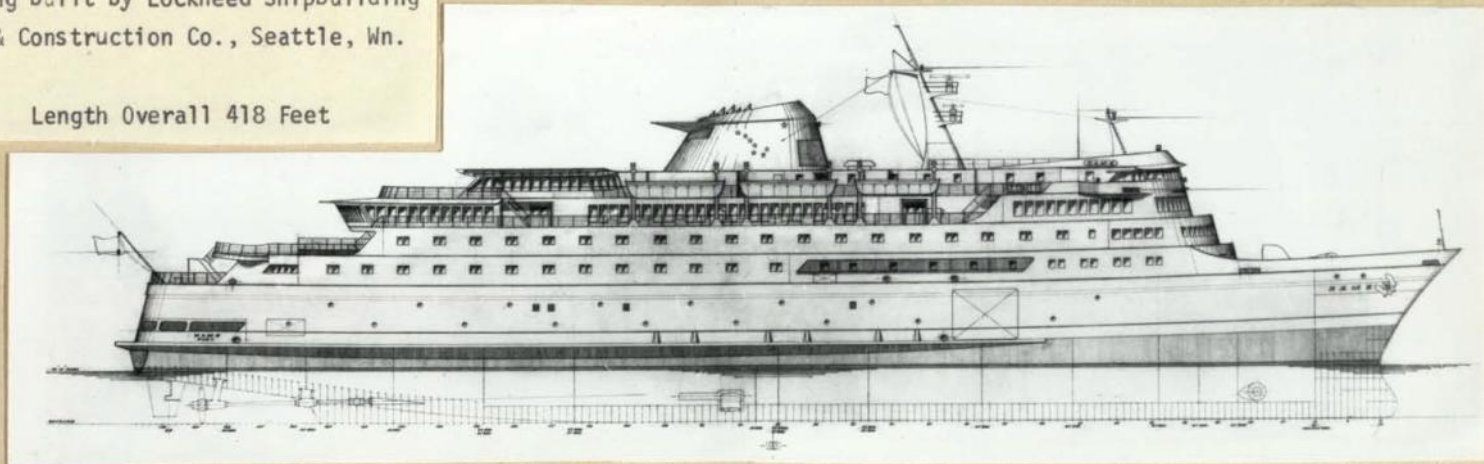
Being built by Peterson Builders, Inc.
Sturgeon Bay, Wisc.

Length Overall 235 Feet



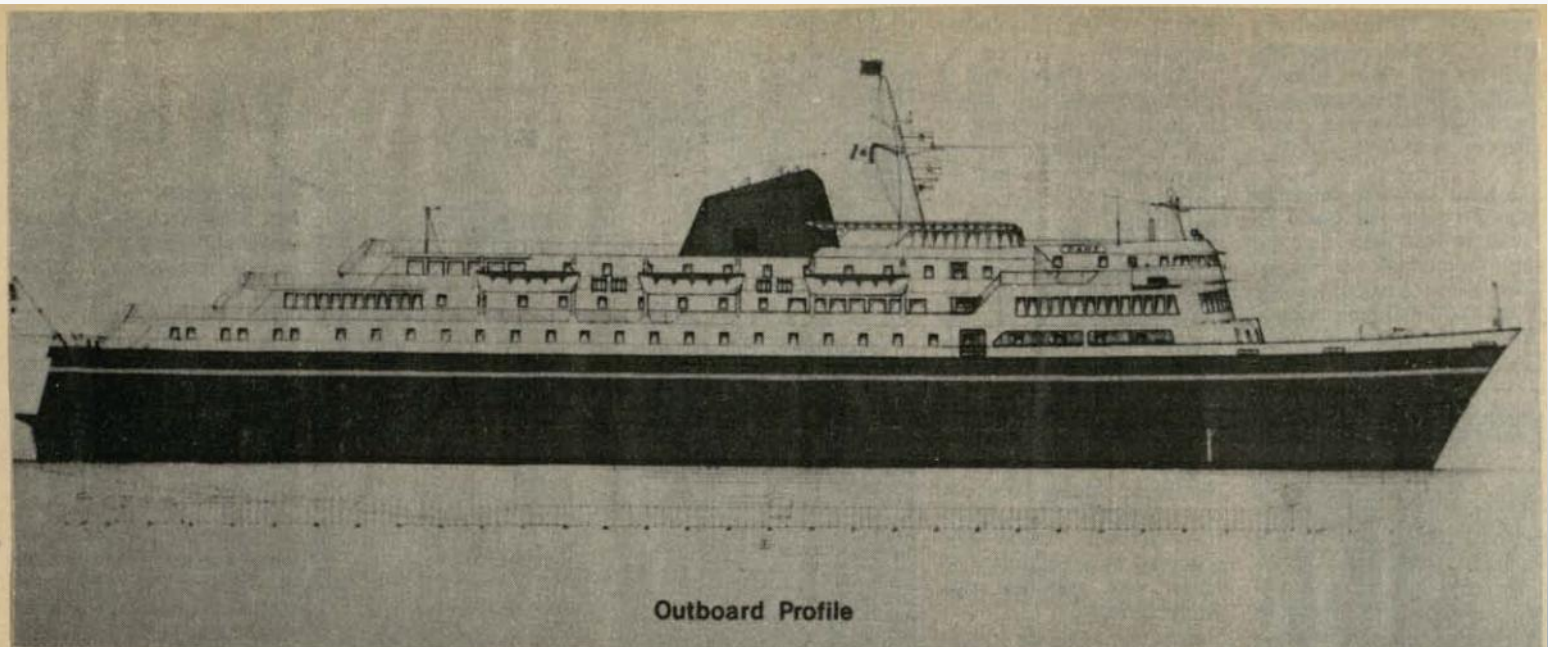
OCEAN GOING ALASKA FERRY
Being built by Lockheed Shipbuilding
& Construction Co., Seattle, Wn.

Length Overall 418 Feet



ALASKA MARINE HIGHWAY

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Outboard Profile

NEW 418 FOOT VESSEL

The Department of Public Works has accepted Lockheed Shipbuilding and Construction Company's low bid of \$19,513,559 for construction of a 418 foot vessel to replace the foreign-built Wickersham. Commissioner George Easley said today that he is extremely pleased the bid was under the archi-

tects estimate of \$20 million. "The contract will be signed in Seattle on Feb. 4 and construction will begin soon after," Easley said. Construction time is estimated at 27 months. The new 418 foot vessel will have capacity for 1,000 passengers, 324 berths, and 184 standard vehicles.

State Takes Bid, Replacing 'Wicky'

JUNEAU (AP) — The Alaska Department of Public Works says it has accepted a \$19.5 million bid from a Seattle firm to build a 418-foot vessel to replace the state ferry Wickersham.

Commissioner George Easley said a contract was to be signed in Seattle Friday with the Lockheed Shipbuilding and Construction Co.

Construction is expected to begin soon, with completion scheduled in about 27 months.

Easley said the bid was nearly \$500,000 under the architect's estimate of \$20 million. The new vessel will

have capacity for 1,000 passengers with 324 berths and room for 184 standard vehicles.

The state is planning to sell the Wickersham, which, because it was built in a foreign shipyard, is banned under the federal Jones Act from carrying passengers or cargo between U.S. ports. The state is seeking a Jones Act waiver for the Wickersham until completion of the replacement vessel.

Juneau Empire

MS207 Alaska State Library

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Alaska Ferry Launching

The new flagship of the Alaska State Ferries fleet will be launched this afternoon in public ceremonies at Plant 1 of the Lockheed Shipyard.

Alaska Gov. William Egan will give the principal speech in a program starting at 6:15 p.m., and Mrs. Egan will christen the 418-foot, \$19.5 million ship that Lockheed is building as a successor to the MV Wickersham.

Mrs. George Easley,

wife of Alaska's public works commissioner, will be matron of honor, and Ann Alishio will be flower girl.

Master of ceremonies will be Martin Ingwerseon, president and general manager of the Lockheed yard.

Egan Leads Ceremony At Ferry Christening

SEATTLE (AP) — The Columbia, which will become the flagship of the Alaska fleet of ferryliners, moved down the ways at Seattle Thursday after christening ceremonies led by Gov. William A. Egan.

Egan's wife, Neva, broke the traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound at the Lockheed Shipbuilding yard here.

The 418-foot, \$19.5 million vessel is scheduled to enter service next year and will replace the ferry Wickersham in the Alaska fleet.

The Wickersham, built in Norway, has been operating un-

der a waiver of the Jones Act, which prohibits ships built in foreign countries from touching at two consecutive American ports. The waiver will expire when the Columbia enters service.

The state already has put the Wickersham on the auction block.

During pre-launching ceremonies, Egan said the ferry system, which was instituted in 1963 when the Malaspina went into service "clearly has lived up to expectations."

"The Alaska Marine Highway today extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the 49th state to Seattle and British Columbia," he said.

During the past year, he said, 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled.

"Revenue for the year approached \$10 million," he said, "making the system about 66 per cent self-sustaining."

"When we consider what the costs would be for constructing and maintaining land highways over a similar distance the Marine Highway must be rated a definite dollars and cents success."

In the future, Egan predicted, "we will continue to see increased economic benefits accruing from it (the ferry system) to both Alaska and the Pacific Northwest."

Also joining the fleet next year will be a new 235-foot feeder line vessel being built in Wisconsin.

The Columbia will carry 1,000 passengers and have 324 berthing spaces and will haul a basic load of 184 standard size automobiles.

ALASKA FERRY LAUNCHING PROGRAM OF EVENTS

NATIONAL ANTHEM — West Seattle Stage Band

PLEDGE OF ALLEGIANCE — Boy Scout Troop 641, St. Louise Parish

INVOCATION — Father M. W. Smith OMI, Catholic Seamen's Club, Seattle

INTRODUCTORY REMARKS — Martin L. Ingwersen, President & General Manager, Lockheed Shipbuilding and Construction Company.

INTRODUCTION OF LAUNCHING PARTY

Mrs. William A. Egan, Sponsor

Mrs. George W. Easley, Matron-of-Honor

Miss Ann Alishio, Flower Girl

INTRODUCTION OF GUESTS

ADDRESS—Allin K. Walker, Administrative Assistant to Vice President, International Association of Machinists

ADDRESS—Ralph J. Osborn, Senior Vice President, Lockheed Aircraft Corporation

ADDRESS—Eldon E. Opheim, General Manager, Port of Seattle

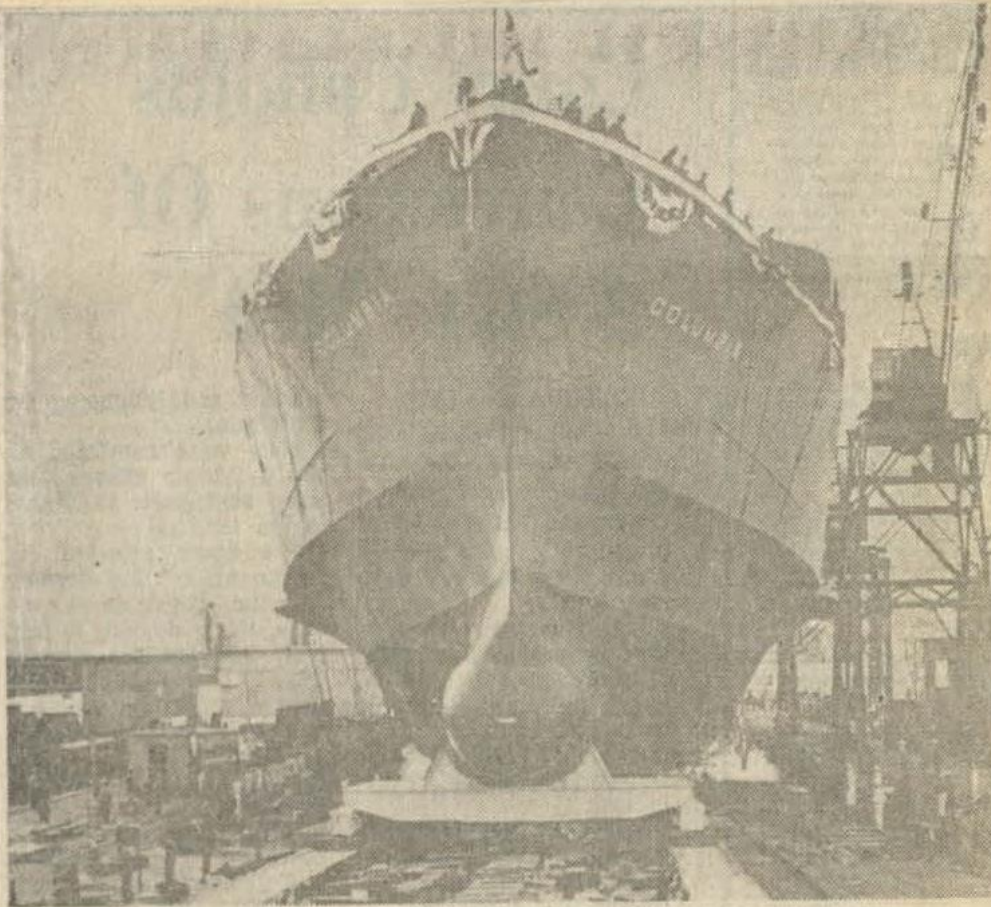
PRINCIPAL ADDRESS—The Honorable William A. Egan, Governor of the State of Alaska

INSTRUCTIONS TO SPONSOR—John L. Cooney, Alaska Ferry Project Manager

CHRISTENING—Mrs. William A. Egan

ALASKA MARINE HIGHWAY

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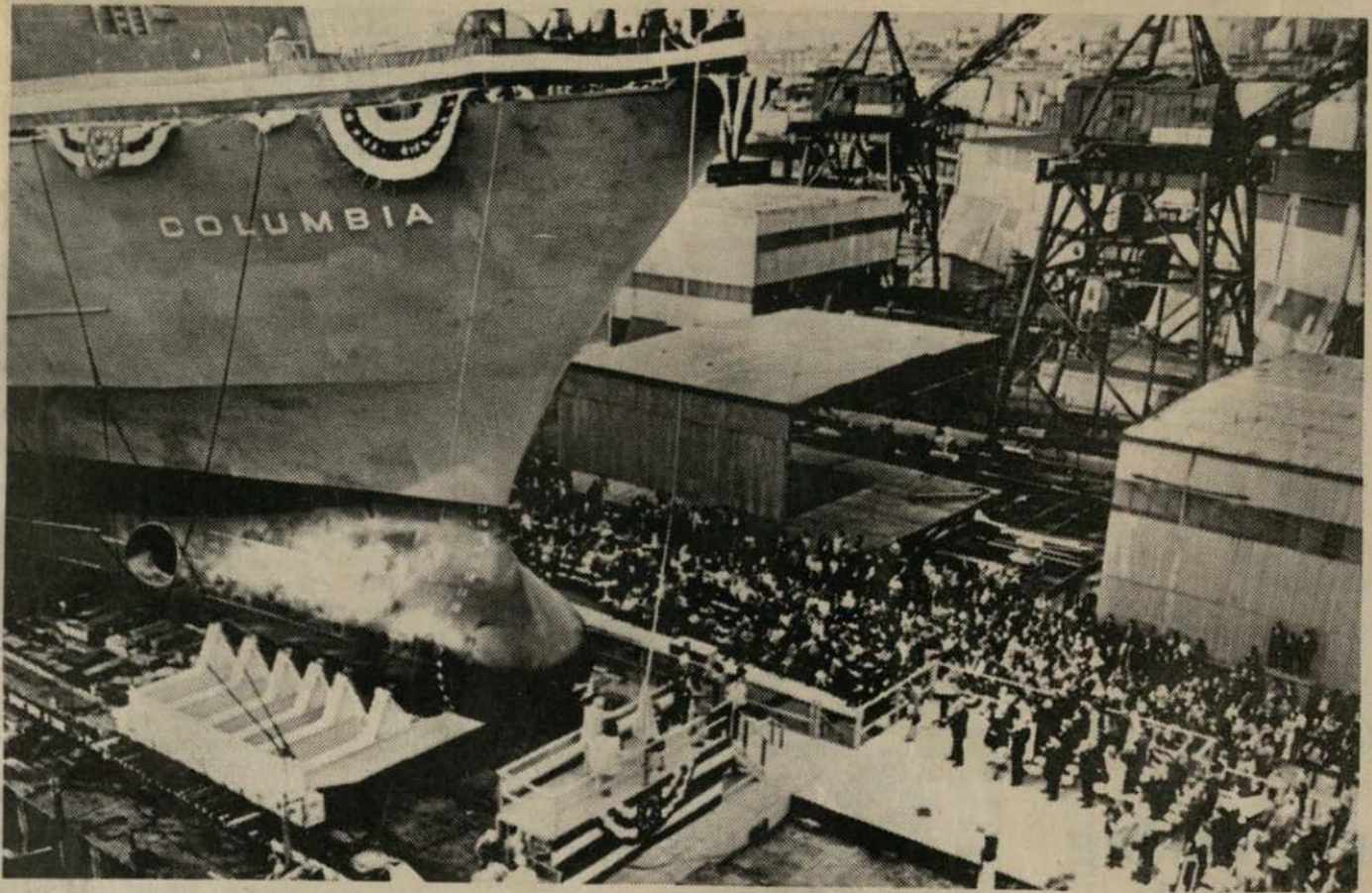
A New Alaska Ferry Is Launched

THE COLUMBIA, largest of eight Alaska Marine Highway System ferries, slid into the Puget Sound yesterday. Due to begin service to Southeastern Alaska in 1974, the 418-foot vessel accommodates 1,000 day passengers with berths for 324 and space for 226 cars. Built here by Lockheed Shipbuilding and Construction Co., the Columbia will cruise at 21 knots. Doing the champagne honors yesterday was Neva Egan, wife of Alaska Gov. William Egan. At left was Paula Pence Easley, wife of Alaska Public Works commissioner George Easley. Ann Alishio, center, daughter of Lockheed's production manager Paul Alishio Jr., was flower girl. Behind Mrs. Egan is Lockheed president Martin Ingwersen, master of ceremonies.—P-I Photos by Tom Brownell

ALASKA MARINE HIGHWAY

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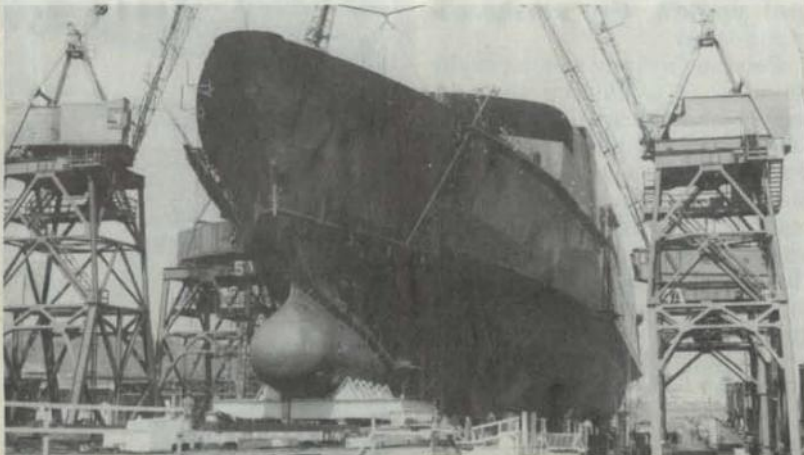
MONDAY, MAY 7, 1973



IN THE WATER—With the new Alaska state ferry Columbia in the water now after last Thursday's christening ceremonies in Seattle, finishing work continues on the 418-foot, \$19.5 million vessel, scheduled to enter service next year. Gov. William Egan and his wife Neva led ceremonies, with Mrs. Egan breaking the

traditional bottle of champagne over the ship's bow seconds before it eased into the waters of Puget Sound. Scheduled to become the flagship of the state ferry system, the Columbia is to replace the MV Wickersham, which the state is now trying to sell. (AP Wirephoto)

ALASKA FERRY LAUNCHED MAY 3 AT LOCKHEED



SEATTLE — Alaska Marine Highway System's new 418-foot ocean-going ferry was launched into the West Waterway of the Duwamish River at 7 p.m. May 3 by Lockheed Shipbuilding and Construction Co. The largest vessel in the Alaska ferry fleet entered the water from building ways No. 3 on Harbor Island. She'll have a service speed of 21 knots at about 18,000 shp. The Coast Guard requested that all marine traffic remain clear of the waterway between 6:45 p.m. and 7:30 p.m. Full story on the new ferry next week. Photo

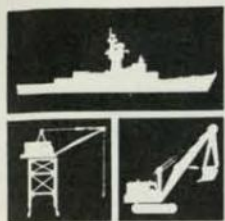
ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

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MAY 10 1973

Look to Lockheed for Leadership



North Star

LOCKHEED SHIPBUILDING AND CONSTRUCTION COMPANY

VOLUME II • NUMBER 2

APRIL 1973

SEATTLE • WASHINGTON

Alaska Ferry

Characteristics: Length' 418 ft. overall, 385 ft. (LWL); beam, 85 ft.; draft, 16 ft.; displacement 6,700 tons; horsepower, 18,000 BHP; speed, 21 knots; bow thruster, 600 BHP.

The Alaska Marine Highway System will place the largest of eight ferry liners in service early in 1974 with accommodations for 1,000 day passengers, berths for 324 passengers, and 80 crewmen. A contract award on February 4, 1972 started work on the oceangoing vessel designed by the Seattle offices of Nickum & Spaulding, Marine Architects. As a replacement for the foreign built M/V WICKERSHAM, the new vessel will operate directly between American ports and offer improved service particularly to Southeastern Alaska. Twin DeLaval ENTERPRISE diesels will power controllable pitch Escher Wyss propellers to a speed of 21 knots at a 16 foot draft. A bow thruster will further increase maneuverability of the vessel. Keel was laid September 7, 1972 and the ship will commence sea trials late this year.

Alaska Ferry Launching May 3, 1973 Program of Events

6:15 p.m. NATIONAL ANTHEM — Band
PLEDGE OF ALLEGIANCE — Boy Scout Troop 641, St. Louise Parish
INVOCATION — Father M.W. Smith
OMI, Catholic Seaman's Club
INTRODUCTORY REMARKS — Martin L. Ingwersen, President &



WAGB-10 (USCG Icebreaker) in foreground on Shipway No. 1 and Alaska Ferry in background on Shipway No. 3 illustrate some of the differences in the amount of welding required in the two ships. Machines and welding leads cover the main deck of WAGB-10 while larger compartments and lesser amount of welding needed on the Alaska Ferry permits placement of machines inside the hull.



VISITORS FROM ALASKA — Neighbors from the North made such an appealing request to visit LSCC that we relaxed our rules against scheduling plant tours for high school students. The pictured group is one of two from the Mt. Edgecumbe High School in Alaska who wanted to see their new Ferry under construction and to get an idea of work in a shipyard. The teachers that accompanied the group are pictured second from left and second from right, with Employment Manager C.J. Gallagher on extreme right.

The twelve students are Alaska natives (Eskimo, Indian, and Aleut) who have grown up in Alaskan bush villages. Many have not been in a large city; by coming to Seattle they hoped to view life in a major city and be exposed to jobs and occupations found here.

General Manager, Lockheed Shipbuilding and Construction Company
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ADDRESS — Eldon E. Opheim, General Manager, Port of Seattle
PRINCIPAL ADDRESS — The Honorable William A. Egan, Governor of the State of Alaska
INSTRUCTIONS TO SPONSOR — John L. Cooney, Alaska Ferry Project Manager
7:00 p.m. CHRISTENING — Mrs. William A. Egan

Through the porthole

'Columbia'

Alaska Ferry's new flagship launched



The Alaska Marine Highway System's newest and biggest ferry, the "Columbia," was launched amid colorful ceremonies on May 3 at Lockheed Shipbuilding & Construction Co.'s yard on Harbor Island.

The 418-foot vessel is scheduled to go into the Seattle-Southeast Alaska service in early 1974. As the replacement for the foreign-built MV "Wickersham," she will be the flagship of the Alaska System's fleet of eight cargoliners.

The "Columbia" holds the distinction of being the largest ocean-

going ferry ever to be built on Puget Sound, costing \$19.5 million. She was designed by Nickum & Spaulding Associates, widely-known Seattle naval architects.

The "Columbia" will have accommodations for 1,000 day passengers, berths for 324 passengers and 80 crewmen.

Her car capacity will be 184 standard U.S. autos, expandable to 226 with the addition of portable ramps.

Among features which are sure to please passengers are a top-deck



Governor William A. Egan of Alaska, speaking at launching ceremonies. (Photos, Lockheed Shipbuilding & Construction Co.)



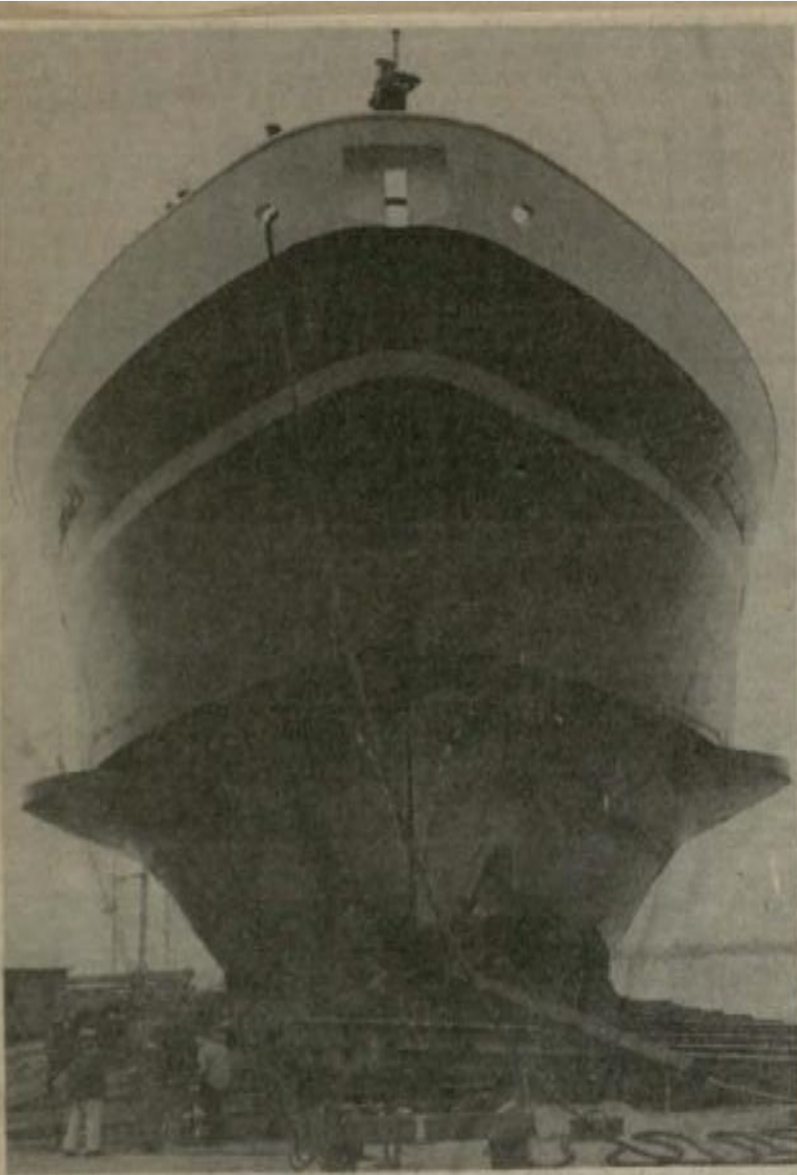
Mrs. Egan smashes traditional bottle of champagne.

solarium, observation lounge, cocktail lounge, cafeteria and dining room on the deck. Later on, a hospital, gift shop and beauty salon will be added.

The principal speaker at the launch ceremonies was William A. Egan, Governor of Alaska. His wife was the ship's sponsor. Martin L. Ingwersen, president and general manager of Lockheed, was chairman of the launch program.

ALASKA MARINE HIGHWAY

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FERRY TO PLY ALASKA WATERS

Shown prior to launching at Sturgeon Bay, Wis., this new Alaska Marine Highway vessel will operate on a feeder run between smaller communities in southeast Alaska. Under construction at the Peterson yard, the ferry is scheduled to go into service early next year.

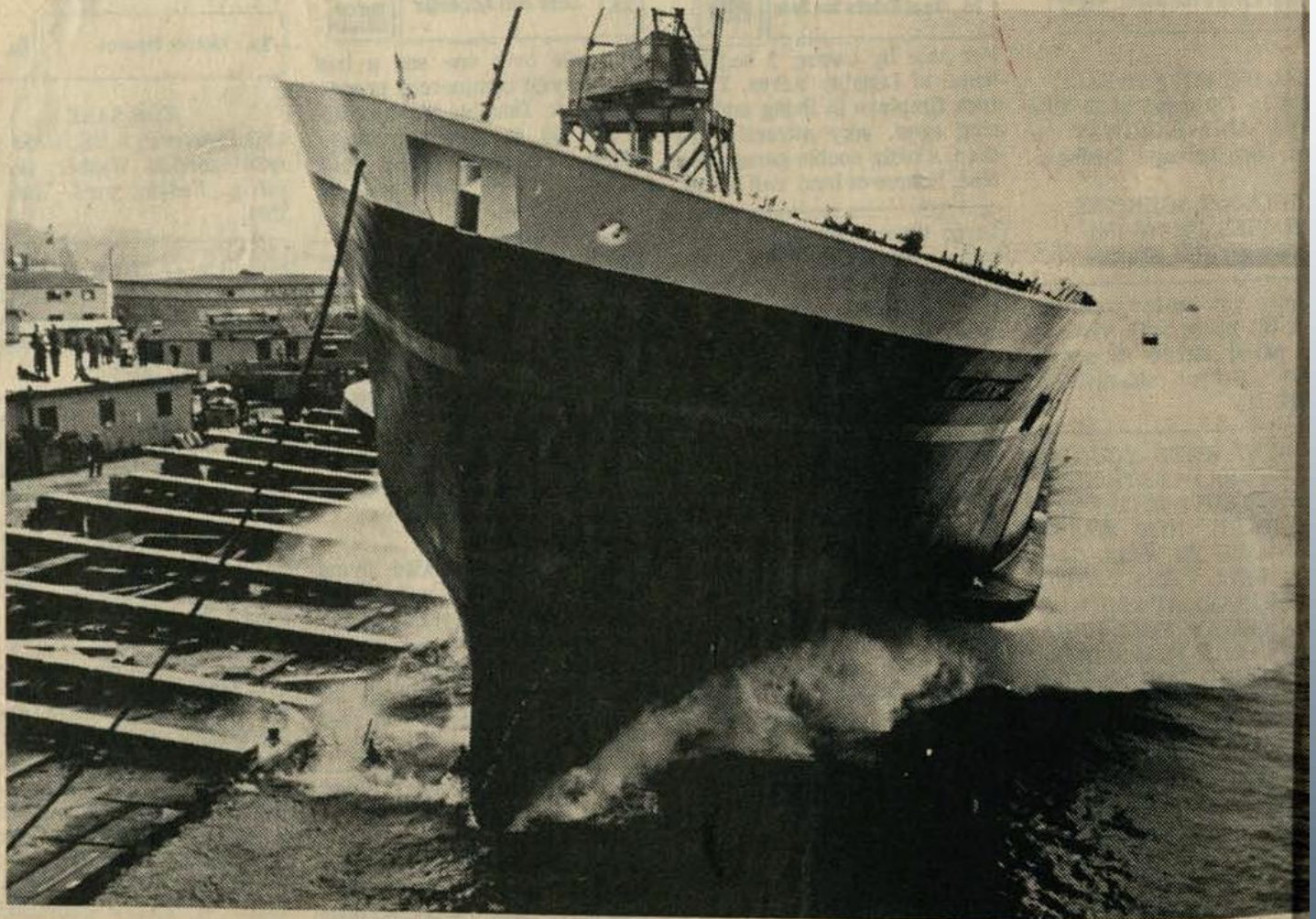


Alaska's newest and biggest ferryliner, the Columbia, has been christened in Seattle by Neva Egan, wife of Gov. William A. Egan. The 418-foot vessel will go into service on the Alaska Marine Highway System next year replacing the foreign-built Wickersham. Named for Columbia Glacier, the new ship will carry 324 in staterooms, up to 1,000 day passengers and 80 crew members. It is designed to travel at 21 knots. Designed by Nickum & Spaulding, the ship is being built at Lockheed Shipbuilding and Construction Co.

ALASKA MARINE HIGHWAY

- 50th ANNIVERSARY -

Thurs., June 28, 1973



FERRY LAUNCHED—The State's new 235 foot ferry slides into the water at recent launching ceremonies at Sturgeon Bay, Wisc. The new Alaska Marine Highway vessel, which will operate on a

feeder run between smaller communities in Southeast Alaska, being constructed by Peterson Builders, Inc. and is scheduled go into service early next year.

ALASKA FERRY LAUNCHED AT STURGEON BAY, WIS.

STURGEON BAY, WIS. — The Alaska Marine Highway System's new 235-foot ferry was launched recently by Peterson Builders Inc. here and is scheduled to go into service early next year.

The twin-screw, twin-rudder passenger and vehicle ferry will be used on the inland waters of Southeastern Alaska.

She'll be powered by two General Motors Electro-Motive Division 4,300-hp power engines and will have a cruising speed of 16 knots.

Continued to page 31



Alaska's new 235-foot ferry for use on inland waters of Southeastern Alaska is side-launched at Sturgeon Bay, Wisconsin.

ALASKA MARINE HIGHWAY

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Traffic on Southeastern ferry system at all-time high

SPRING TRAFFIC on the Southeastern segment of the Alaska Marine Highway was at an all-time high, according to a report released by George W. Easley, public works commissioner.

Easley said preliminary figures for

April showed that the Southeastern ferry runs were carrying more passengers and vehicles than ever before and revenue was also at an all-time high, up nearly 12 per cent over last year.

Easley said the system's South-

western segment, serving Whittier-Cordova-Valdez and Anchorage-Seward-Kodiak, remained "static."

He said the Southeastern segment's large gain was due mainly to the lengthening last year of the ferry *Malaspina* "which with its greater capacity was able to increase traffic volume. Before the *Malaspina* was lengthened, this was not possible." He said the *Malaspina* experienced a 33 per cent increase in traffic compared to like periods of operation the previous year.

Haines Ferry Terminal Awarded

The state has awarded a \$268,288 contract for construction of a ferry terminal at Haines, Gov. William A. Egan said today.

The Division of Marine Transportation project, let to Teigland Construction Inc., Lynnwood, Wash., will provide 5,632 square feet of terminal space and is scheduled for completion in December.

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Also, Easley said, with it now being possible to more fully utilize the foreign-built ferry *Wickersham*, since obtaining a temporary waiver for it under the federal Jones Act, the *Wickersham* and other smaller vessels were able to maintain traffic at a higher volume than before.

He said the current rate of increase "is projected through the coming year as the new ferry *Columbia* comes on line and the second full year's utilization of the lengthened *Malaspina* is realized."

He said the state ferries are expected to carry a quarter million people next year.

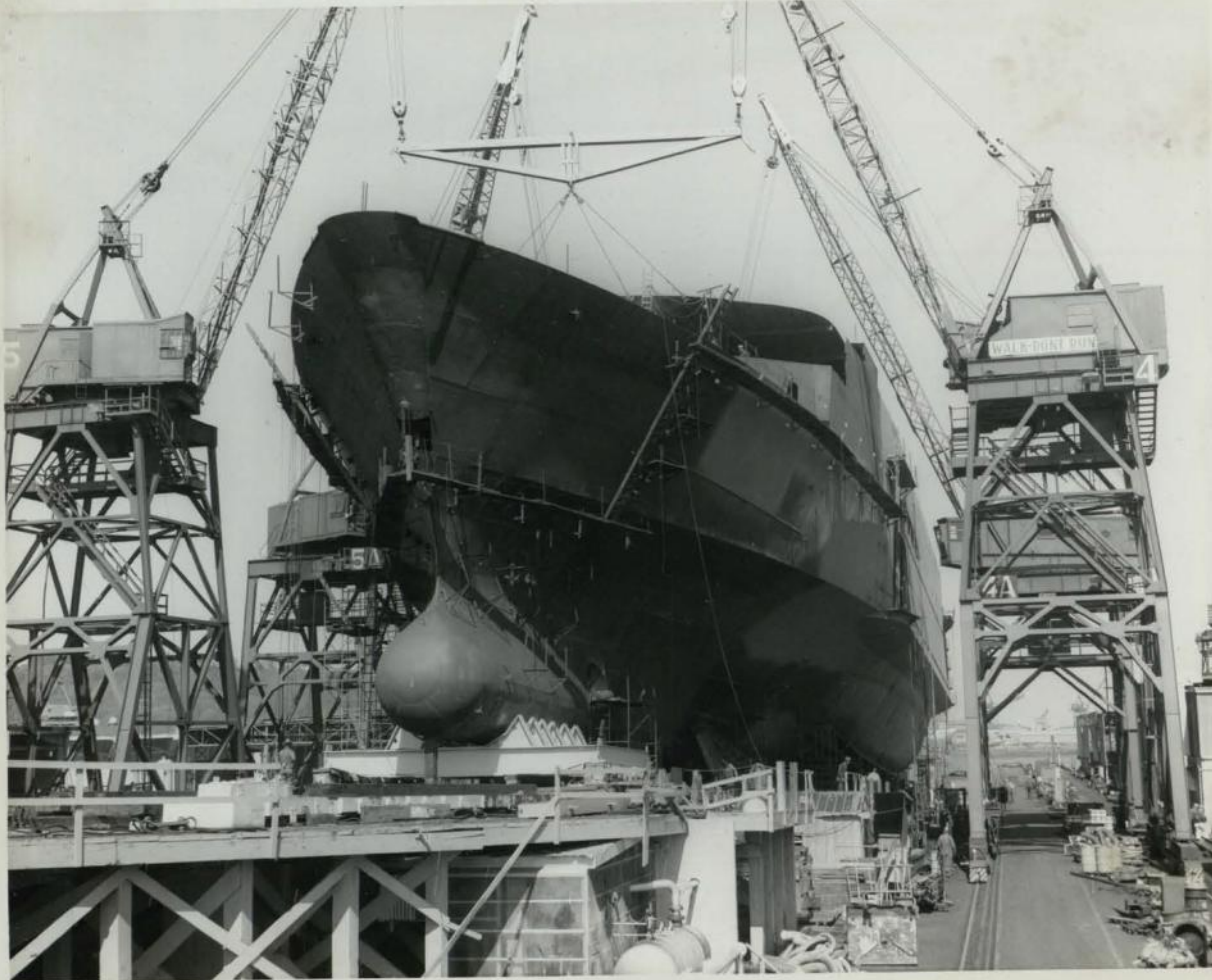
The state ferry system extends over 2,200 miles, joining some 17 communities in Alaska as well as connecting the state with Prince Rupert in British Columbia and Seattle.

During last year 200,000 passengers traveled on the fleet's seven vessels and nearly 50,000 vehicles were hauled. Revenue for the year approached \$10 million making the system about 66 per cent self-sustaining.

The ferry service started in 1963 when the first modern ferryliner, the *Malaspina*, went into service in Southeastern Alaskan waters.

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The new Alaska Marine Highway vessel will be powered by two General Motors Electro-Motive Division 4,300 hp engines. Cruising speed will be 16 knots.

FERRY LAUNCH

Continued from page 6

Another new Alaska ferry, the 418-foot, 18,000 shp, 21-knot Columbia, was launched May 3 at Lockheed Shipbuilding & Construction Co., Seattle, and also will go into service early next year.

Both were designed by Nickum & Spaulding Associates Inc., of Seattle.

The 235-foot vessel is steel, transverse framed and of all welded construction.

Facilities include an observation lounge, foyer, sitting rooms,



Workmen install circuitry in the new vessel's engine room as she undergoes finishing work following the launching.

coffee shop with cafeteria-type galley service and a corner cocktail bar.

A solarium is installed on the sun deck to provide a sheltered panoramic viewing area for passengers. The solarium will be lighted and provided with infrared radiant heating units for passenger comfort.

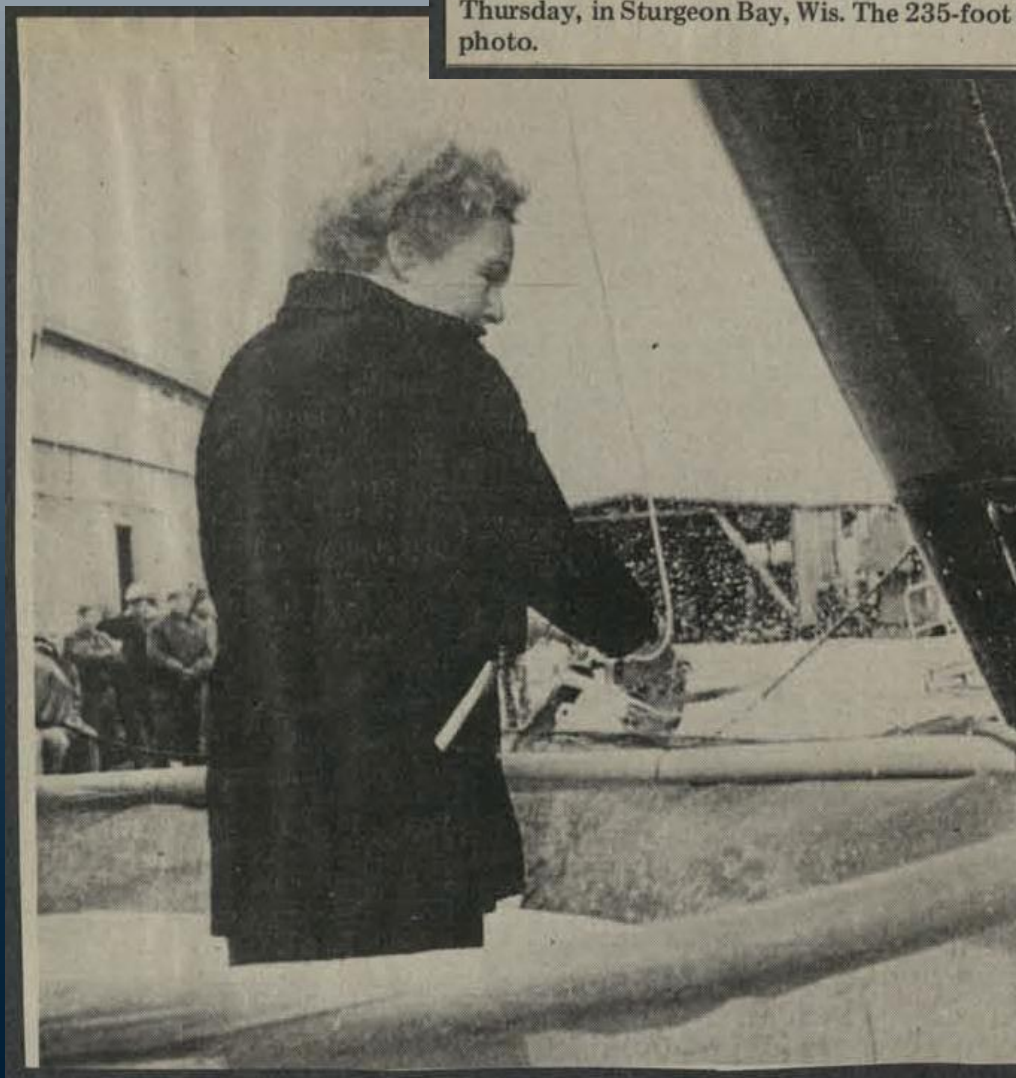
She has a beam of 57 feet and draft of 12 feet nine inches. Certified passenger capacity is 250, crew accommodation, 24, and vehicle capacity, 47.

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LE CONTE LAUNCHED—The state ferry system's newest addition, LeConte, receives an official bash from the champagne bottle by Neva Egan, wife of the state's governor, Thursday, in Sturgeon Bay, Wis. The 235-foot ferry is shown undergoing sea tests in lower photo.
(AP wirephoto)



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Rita Gravel and Neva Egan help christen the new Alaskan ferry, La Conte. The \$5.5 million vessel was built entirely with federal money from the special Alaska fund created by Senator Mike. It will travel between Petersburg, Hoonah, Kake, Juneau and Haines.

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One way to enjoy the outdoors despite fuel shortages: hop a ferry to Southeastern Alaska hunting and fishing areas.

Photo by Kenn Oberrecht

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FERRY LeCONTE CLASSED

NEW YORK — The American Bureau of Shipping has classed the LeConte, a passenger and vehicle ferry for the State of Alaska Dept. of Public Works Division of Marine Transportation.

Built by Peterson Builders

Inc., Sturgeon Bay, Wisc., the LeConte has been certified for unattended engine operation for a 24 hour duration.

All exterior surfaces of the vessel as well as portions of the interior surfaces were coated with a corrosion control coating allowing the scantlings to be reduced accordingly.

LeConte Sailing Smooth Waters To Panama Canal

Special To The Empire

Alaska's newest ferry, the MV LeConte, is reportedly sailing smooth waters toward the Panama Canal on its way to Juneau, after being forced to drop anchor for nearly a week in the St. Lawrence Seaway.

According to O. Thomas Beirne, a passenger on the ship's maiden voyage, the LeConte disregarded the port authority's order to wait in the seaway in the midst of a Laurentian Pilot's Association strike and sailed on to Montreal Monday.

Beirne said, "high level pressure on the port authority forced them to turn their heads the other way" as the LeConte traveled down the seaway, passing 84 vessels anchored in the river.

He said the LeConte docked at Mulgrave, Nova Scotia Thursday for repairs to the ship's radio. The radio died Wednesday in the "iceberg-infested Gulf of St. Lawrence during the ship's baptism of ocean salt

water," Beirne said.

He also said the vessel is expected to stop in Bermuda before proceeding through the Panama Canal then on to Seattle and Juneau.

The ferry is due in Seattle May 2, and is scheduled to make its first run from Auke Bay to Hoonah on May 17. However, the delay incurred while the ship was anchored in the St. Lawrence Seaway could delay the vessel's arrival in Juneau, according to a spokesman for the Alaska Division of Marine Transportation.

The ferry is replacing the smaller Chilkat, and will add to its itinerary Sitka, Kake, Petersburg, Haines and Skagway, as well as Juneau and Hoonah.

The LeConte was built by Fred J. Peterson, who is piloting the vessel to Juneau. Also on board are Walter Sperl of Juneau, the chief engineer of Marine Transportation, and 19 crew members.

Five Alaska ferries berth at once



Five ferries of the Alaska Marine Highway System berthed at Alaska Ferry Terminal's Pier 48 in February. The "Chilkat" (far left, partially hidden) is scheduled for service out of Ketchikan. The "Barlett," to the "Chilkat's" right, is on the Valdez-Cordova run. Both are out of service for the winter. Behind them is the "Matanu-

ska," undergoing maintenance. The "Wickersham," at the pier's end, had been for sale, but tentatively was scheduled to go back into service. The "Malaspina," far right, was in Port only 12 hours after returning from its Southeast Alaska run. Port photographer Harry Gilmour took the photo from the Smith Tower.

Juneau Empire

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Ferry LeConte 9,340 mile voyage

When the new passenger/vehicle ferry *LeConte* completes her 9,340-mile delivery voyage from Sturgeon Bay, Wisconsin, through the St. Lawrence Seaway, then through the Panama Canal to Juneau, Alaska, this month, she will start a completely new ferry service in Southeastern Alaska. The 235-foot ferry successfully completed her sea trials last November, after which she was christened the *LeConte* by Mrs. William A. Egan, wife of the governor of Alaska. The name carried on a tradition long established for the Alaska Marine Highway, for like its other vessels, the *LeConte* is named for an Alaskan glacier.

When the *LeConte* goes into service, she will link the smaller outlying communities of the Alaska Panhandle to the ferry system's main line. In addition to providing

feeder service from the communities of Gustavus, Hoonah, Tenakee, Angoon and Kake, the new ferry will provide triangle service for Sitka, Petersburg and the state capitol, Juneau.

The need for a new feeder ferry system was outlined in a comprehensive study prepared for the Alaska Ferry System by a Seattle consulting engineering firm. That study matched the Alaska Marine Highway growth to the projected growth of the state of Alaska through the year 1990. The study analyzed existing routes, projected new routes and outlined the need of new vessels to meet the greatly increased demand for service through the '90s.

The frequency of service and the capacity of the *LeConte* will permit diversion of one of the main-line ferries to Sitka twice a week. The

main line vessels will then be able to provide daily service connecting all the principle cities of southeastern Alaska to Prince Rupert in British Columbia, greatly increasing the overall capacity of the Alaska Marine Highway.

Nickum & Spaulding Associates of Seattle, designers of all but one of the ferries now plying the Alaskan Marine Highway, were called upon to design the *LeConte*. They responded with a sleek, comfortable vessel that will accommodate 250 passengers and 47 standard American automobiles — and produce a service speed of 15.5 knots. Construction was by Peterson Builders of Sturgeon Bay, Wisconsin.

Most noteworthy of the vessel's features is the attention given to amenities. The raised forward-observation lounge and the midship lounge are fitted with large picture



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windows for viewing the magnificent Alaskan scenery. Seating in the forward lounge for 110 passengers is divided between comfortable reclining chairs and lounge chairs arranged in conversational groupings next to the picture windows.

A coffee shop capable of seating 76 persons is located on the after portion of the upper deckhouse. Passenger food service is buffet style — from a service counter next to the galley. Vending machines provide food service during off hours. The modern galley also serves the officers' and crew's messrooms, which are just forward of the galley on the starboard side.

Wool carpeting is used throughout the enclosed passenger areas. All bulkheads are covered with vinyl to give a permanent finish, and there are no exposed painted surfaces in the passenger areas. Colors

used throughout the accommodation areas were carefully chosen to give a feeling of warmth, offsetting the cool weather outside.

The overhead is composed of fiberglass-insulated aluminum panels in a suspended grid ceiling on a two-foot-by-four-foot pattern. General lighting is accomplished by fluorescent fixtures locked into the ceiling grid. Separate switches permit selection of either of two levels of light intensity. Spot-down lights are used throughout to accent decor and to improve the reading light in critical areas.

For passengers seeking fresh air, there's a solarium on the sun deck which gives an unobstructed view of the Alaskan scenery. The solarium is fitted with infrared heating for comfort during blustery weather.

The *LeConte* is a twin-screw, twin-rudder craft powered by a pair

of 12-645 EMD engines, each developing 2150 horsepower through two Lufkin reverse reduction gears with 4:1 ratios. She's of welded steel construction, transversely framed, with a double bottom fitted through the mid-portion of the vessel. In the engine room, the inner bottom plating is carried up the vessel's sides to a height of eight feet, forming wing tanks for added protection to the bilge.

This design has already proved its worth for vessels in Alaskan waters. For example, when the Alaskan ferry *Taku* struck the rocks at the entrance to Prince Rupert Harbor in July, 1970, she was pulled free on the second tide and made her way to Seattle — under her own power — for drydocking. Over 100 feet of the shell plating above the turn of the bilge had

been ruptured, but all damage was contained within the wing tanks and there was no engine-room flooding. The *Taku* was back in service in three weeks.

Seven complete transverse watertight bulkheads are carried up to the main deck. The vessel is designed to a two-compartment standard: any two adjacent compartments can be flooded, yet the vessel will remain afloat in a stable, upright condition.

Diesel oil is carried in a separate 52,500-gallon tank aft of the engine room. Potable water is stored in a 26,600-gallon tank just forward of the engine room, and an isolated sewage-holding tank prevents sewage and waste water from being discharged into restricted waterways.

The superstructure is fitted above the main deck to afford weather protection to the vehicles carried aboard. Vehicle loading is accomplished through a stern opening over a hinged ramp which, when lifted, forms a watertight closure. Watertight side-port doors fitted on both sides of the bow can also be used for loading.

The stern opening is 16 feet wide by 15 feet high, and both side-port doors are 20 feet wide by 15 feet high.

Due to the restricted breadth of the vessel, a 36-foot diameter, power-operated turntable is recessed into the main deck in way of the side ports. The turntable permits long commercial vehicles to be maneuvered aboard the ferry with ease.

The machinery casing is on the starboard side of the main deck, permitting four lanes of passenger cars or three lanes of trucks or trailers to occupy virtually the entire length of the main deck. Space is also allowed between the starboard side of the machinery casing and the side shell for one lane of passenger cars. When fully loaded, the vessel will accommodate five lanes of passenger cars.

The *LeConte* is designed to operate with a periodically unattended engine room. The wheelhouse main control console is almost a duplicate of the engine-room console, with controls to hot start, stop and vary the speed of the main engines in forward or reverse.

Air for the pneumatic engine controls is supplied from the ship's 100psi service air system. A single-lever control for each engine changes propeller speed and rotation.

The main and auxiliary engines are cooled by a closed-circuit freshwater cooling system with skin coolers fitted and faired into the exterior of the bottom shell plating.

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FINAL PREPARATION—Alaska's new ferry, the M/V LeConte receives a new coat of paint on her underwater hull in Lockheed drydock in Seattle, prior to acceptance by Alaska Marine Highway officials. The LeConte was built by Peterson Builders, Inc. of Sturgeon Bay, Wis. She was completed in April and will begin service on May 24 in the Northern Panhandle serving Juneau, Hoonah, Haines, Skagway, Sitka, Kake and Petersburg.